

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐

no ☐

Property Name: Baltimore, Chesapeake and Atlantic Railroad Corridor Inventory Number: WI-669

Address: _____ City: _____ Zip Code: _____

County: Wicomico USGS Topographic Map: Hebron, Salisbury

Owner: Maryland Transit Administration Is the property being evaluated a district? Yes

Tax Parcel Number: N/A Tax Map Number: _____ Tax Account ID Number: _____

Project: _____ Agency: _____

Site visit by MHT Staff: ☐ no ☐ yes Name: _____ Date: _____

Is the property located within a historic district? ☐ yes ☐ no

If the property is within a district

District Inventory Number: WI-400

NR-listed district ☐ yes Eligible district ☒ yes District Name: Hebron Survey District

Preparer's Recommendation: Contributing resource ☒ yes ☐ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

A physical description of the Baltimore, Chesapeake & Atlantic Railroad Corridor may be found under item 7 on the Maryland Inventory of Historic Properties form; the significance of the resource is evaluated under Item 8.

The section of the former Baltimore, Chesapeake & Atlantic Railroad Corridor contained within this study area is not eligible for listing in the National Register. The study corridor's easternmost 3.68 miles remains an active line serving to facilitate rail transportation between the Purdue plant at its eastern terminus along Zion Church Road and the Norfolk Southern Railroad. Within the active track corridor, rail track, crossings and signal equipment have been upgraded and reflect the line's present use. The remaining 6.55 miles of the corridor is no longer in use, significant sections are deteriorated and overgrown; Salisbury's abandoned Union Station and the nicely maintained Hebron Passenger Station are

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: _____

Reviewer, Office of Preservation Services

Reviewer, NR Program

7/26/2011

Date

8/4/11

Date

201107522

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

MIHP No: WI - 669

all which remain of the passenger and freight stations once utilized within this corridor. The surviving bridge crossings are not maintained and deteriorated. The rail corridor, as it presently exists, no longer reflects its historic and cultural significance. While the Baltimore, Chesapeake & Atlantic Railroad played a significant role in the economic and social development of the communities through which it traveled, few historic elements survive to reflect the corridor's intended use and significance. This determination has been made in accordance with the National Register Bulletin entitled *How to Apply the National Register Criteria for Evaluation* (National Park Service 1988) and the National Register Bulletin entitled *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (National Park Service 1989, revised 1999).

Prepared by: Joseph Schuchman

Date Prepared: March 8, 2011

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI-669

1. Name of Property

(indicate preferred name)

historic Baltimore, Chesapeake and Atlantic Railroad Corridor

other Baltimore and Eastern Shore Railroad ; Walston to Hebron Railroad Corridor

2. Location

street and number

not for publication

city, town

vicinity

county

3. Owner of Property

(give names and mailing addresses of all owners)

name Maryland Transit Administration

street and number 6 St. Paul Street

telephone (410) 539-5000

city, town Baltimore

state MD

zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☒ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	1 sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1 structures
		<input type="checkbox"/> education	objects
		<input checked="" type="checkbox"/> transportation	Total
		<input type="checkbox"/> funerary	4
		<input type="checkbox"/> government	2
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			2

7. Description

Inventory No. WI-669

Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

This linear resource consists of the right-of-way of those areas of the former Baltimore, Chesapeake and Atlantic Railroad Corridor presently owned by the state of Maryland. The single track rail line extends approximately 10.23 miles and travels through suburban and urban areas of Salisbury and rural, agricultural lands west of Salisbury before reaching the present western terminus of Hebron.

The study corridor's easternmost 3.68 miles remains an active line serving to facilitate rail transportation between the Purdue plant at its eastern terminus along Zion Church Road and the Norfolk Southern Railroad. Within the active track corridor, rail track, crossings and signal equipment have been upgraded and reflect the line's present use. The remaining 6.55 miles of the corridor is no longer in use; significant lengths of track are deteriorated and overgrown. At grade crossings, track has either been removed or paved over. A portion of the line which formerly carried the railroad directly through the city of Salisbury has been removed. Salisbury's abandoned and deteriorated Union Station and the nicely maintained Hebron Passenger Station are all that remain of the passenger and freight stations which formerly served this corridor. The surviving bridge crossings are not maintained and deteriorated.

The rail corridor, as it presently exists, no longer reflects its historic and cultural significance.

8. Significance

Inventory No. WI-669

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1886; 1894 **Architect/Builder** Baltimore and Eastern Shore Railroad Company

Construction dates 1890

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The rail line is a surviving although abandoned component of what was once a significantly larger railroad corridor.

In the period following the Civil War, across the nation railroads were opening and developing new territory. One such railroad, the Wicomico and Pocomoke, was incorporated in 1864 with a capital stock of \$400,000. As the name implied, the rail line was to be an overland connection between the Wicomico and Pocomoke Rivers with Salisbury and Berlin, twenty-three miles apart, as respectively the western and eastern terminals. Construction began in 1867 and the Wicomico & Pocomoke Railroad was completed in 1868 (Hayman: 87).

The Baltimore and Eastern Shore Railroad Company was chartered in April 1886 with the intended purpose of providing transportation between Maryland's largest city and the state's eastern shore counties. Two years later, the Baltimore and Eastern Shore Railroad Company purchased the Wicomico and Pocomoke Railroad and in 1890 a contract was made for the purchase of the Bay Ridge and Annapolis Railroad and the property of the Chesapeake Terminal Company (News of the Railroads, July 20, 1894).

The August 26, 1890 issue of *The New York Times* announced the opening of the Baltimore and Eastern Shore Railroad:

"A special dispatch from Baltimore to *The Times* brings the information that the first regular train from Baltimore over the Baltimore and Eastern Shore Railroad left Camden Station at 8:30 o'clock yesteryear morning. For the initial trip the train was patronized by an unexpectedly large number of people. This new route is expected to bring back to Baltimore a great deal of the peninsular trade which now goes to Philadelphia and New York. The line is over the Annapolis and Baltimore short line to Bay Ridge, thence transfer boat eleven miles across the Chesapeake Bay to Bay City on the Talbot Shore.

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From Bay City the road runs across Talbot Caroline, Dorchester, Wicomico and Worcester Counties reaching Ocean City from Salisbury by the old Wicomico and Pocomoke Railroad. It thus provides a new route from Baltimore to the ocean and passes such business points as Easton, Preston, Vienna, Salisbury and Berlin. For the present, two trains a day will be run" (News About Railroads, August 26, 1890).

The railroad's moment in the sun was brief. On October 20, 1894, the Baltimore & Eastern was sold at foreclosure to the Baltimore, Chesapeake and Atlantic (B. C. & A.) Railroad which had been organized the preceding September. The company's chief backers were closely allied with the Pennsylvania Railroad which thereafter exerted a major role in the line's management and operations. Owing to the thick black smoke and spray of fine cinders which poured from the stack of the steam engine, it soon became popular to refer to the line as "Black, Cinders and Ashes" (Hayman: 95: New of the Railroads, 1894).

From its earliest days the B. C. & A. was a flourishing operation. Although the railroad operated year round, a major portion of its business was carrying families on pleasant outing to and from the beach resort at Ocean City, Maryland. In 1902, the Pennsylvania Railroad acquired a controlling interest in the line although operations continued under its own organization (Hayman: 96-97).

Salisbury long served as the company's headquarters housing offices and the railroad's main yards shop buildings and turntable. In Salisbury, the east-west lines of the B. C. & A. crossed the north-south New York, Philadelphia and Norfolk Line. Local newspapers had complained long and loud the two stations then in use, one per line, did not befit a town the size of Salisbury. In 1913-14, a new and long promised Union Station was finally completed to more adequately service the needs of travelers on both lines (Hayman: 99; Tourat).

In 1905, the Maryland Delaware and Virginia (M. D. & V., the former Queen Anne Railway), then owned by the Pennsylvania Railroad, was placed under the control of the B. C. & A. These two rail lines were essentially twins crossing the peninsula from west to east, but whereas the B. C. & A. was a success, the upper shore M. D. & V. was a chronic money loser whose financial burdens its successful southern counterpart was forced to share (Hayman: 123).

By 1923, having become such a burden; the M. D. & V. was sold at a foreclosure sale. In late 1927, having been operating in the red for a number of years, the B. C. & A. filed a petition of bankruptcy. On March 29, 1928, the Pennsylvania Railroad, the sole bidder acquired all the railroad formerly owned by the B. C. & A. Railroad Company, "beginning at the pier in Claiborne and extending easterly to Ocean

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City together with all the branches and connections." Operations were assumed by the Baltimore and Eastern Railroad, a Pennsylvania Railroad subsidiary (Hayman: 114-115).

The opening of the Bay Bridge in 1952 would forever change travel patterns on the Eastern Shore leading to, among other factors, increased accessibility by automobile, a concurrent decreased need for passenger rail service and subsequently consolidation of and abandonment of rail lines. As a result of the bridge's opening and other postwar elements which contributed to a reduced the need for a passenger service, the Pennsylvania Railroad discontinued passenger service on the line in 1958. Conrail assumed control over the now exclusively freight line in 1976 (<http://www.hosam.com/roads/prres.html>).

Conrail called for the continuance of freight service on the spur line east of Salisbury to the Purdue Plant near Walston which would connect with the north-south line (the former New York, Philadelphia and Norfolk Railroad) which runs through Salisbury. This spur line forms the eastern 3.68 miles of the study corridor. Through joint financing between Purdue and Conrail, this spur line was upgraded with welded rail and in the intervening years has become one of the busiest tracks in the Salisbury area (<http://www.hosam.com/roads/prres.html>).

Conrail's final system plan did not provide for the inclusion of the line west of Salisbury to Hebron, which remained important to regional shippers. The Wicomico County Council agreed in 1978 to finance the Salisbury to Hebron line appropriating \$6,500 "as insurance the track will stay open another year and as an investment in the county's goal of attracting heavy industry here." This arrangement continued until April 30, 1981 when, with the concurrence of rail users, county financing was withdrawn and freight service ceased. The rail line has been abandoned since that time and continues to deteriorate (<http://www.hosam.com/roads/prres.html>).

9. Major Bibliographical References

Inventory No. WI-669

The Maryland Room Collection, Talbot County Library, Clippings Files.

Publications:

Hayman, John C., *Rails Along the Chesapeake, A History of Railroad on the Delmarva Peninsula, 1827-1978* (Marvadel Publishers, 1979)

"News About Railroads." *The New York Times*, August 26, 1890

"News About Railroads." *The New York Times*, July 20, 1894

Tourart, Paul, *Hebron Survey District*, Maryland Historic Trust State Historic Site Inventory Form, (Unpublished Document: February, 1999).

Tourart, Paul, *Hebron Passenger Station*, Maryland Historic Trust State Historic Site Inventory Form, (Unpublished Document: February, 1999).

Tourart, Paul, *Union Station, National Register Nomination* (Unpublished Document: October, 2000).

Maps:

Baltimore Chesapeake and Atlantic - June 1930 (<http://www.r2parks.net/B&E.html>).

Atlas of Wicomico. Somerset and Worcester Counties, Maryland (1877) as reprinted in The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland (Salisbury: The Wicomico Bicentennial Commission, 1976).

Map of Caroline County Maryland (Ridgely, Maryland: M. L. Saulsbury, Civil Engineer, 1897; reproduced for historical reference by the authority of the County Commissioners of Caroline County, 1969).

Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, July 1, 1899

Pennsylvania Railroad and its Connections, December 1, 1911.

Salisbury, Maryland Including Hebron and Mandala Springs (New York: Sanborn Map & Publishing Company, April, 1911.

Salisbury, Maryland Including Hebron and Mandala Springs (New York: Sanborn Map & Publishing Company, March 1931

United States Department of Agriculture, United States Geological Service *Wicomico County, Maryland*, Topographic Quadrangle Mosaic (2000).

United States Geological Service, "*Atlas, State of Maryland*," *Cecilton, Maryland, Edition of 1900*.

Right of Way and Track Map, Baltimore, Chesapeake and Atlantic Railroad, , Station 2630+38 to Station 2683+18, Office of Superintendent, Salisbury, Maryland, June, 1915

Websites:

Pennsylvania Railroad Eastern Shore Operations (<http://www.hosam.com/roads/prres.html>)

10. Geographical Data

Acreage of surveyed property 31 acres approx.

Acreage of historical setting _____

Quadrangle name Hebron, MD, Salisbury, MD

Quadrangle scale: 1:24 000

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Verbal boundary description and justification

This resource consists of the right-of-way of those areas of the former Baltimore, Chesapeake and Atlantic Railroad Corridor presently owned by the state of Maryland. The eastern boundary of the railroad begins east of Salisbury, Maryland and extends approximately 10.23 miles northwest traversing through suburban and urban areas of Salisbury and rural, agricultural lands before reaching the present western terminus of Hebron. Contributing elements include the single line track, associated road and bridge crossings, signal equipment and signage and two surviving passenger stations.

11. Form Prepared by

name/title Joseph Schuchman
organization STV Inc
street & number 205 West Welsh Drive
city or town Douglassville

date March 8, 2011
telephone (610) 385-8360
state PA

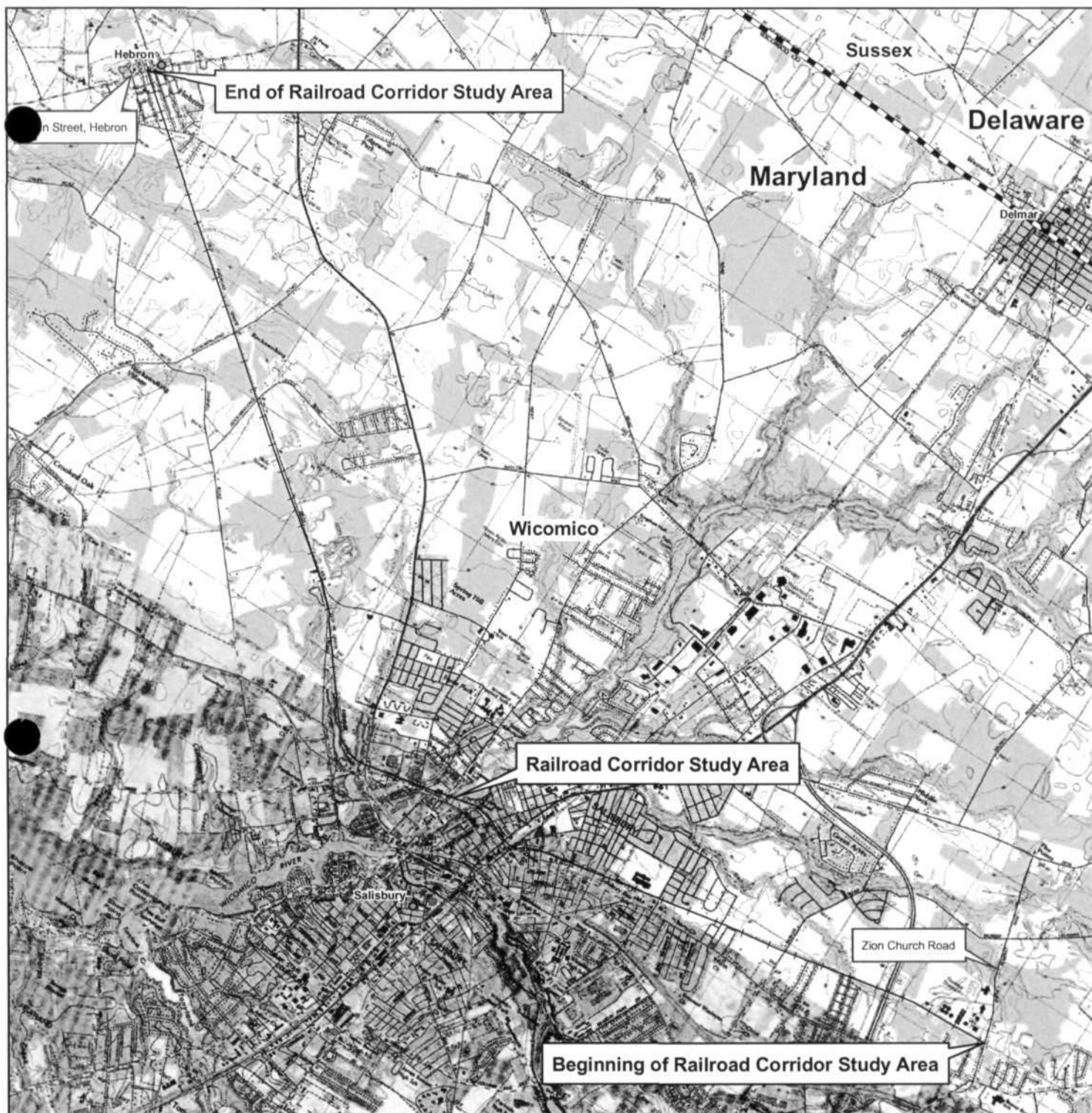


Figure 1
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Source: U.S. Geological Survey, Wicomico County, MD
 Topographic Quadrangle Mosaic



Miles
 0 0.25 0.5 1 1.5 2
 1 inch = 1 miles

Legend

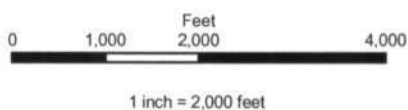
- Rail line
- County line
- State line



Figure 2a
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Delmar MD
 and Salisbury MD 7.5-Minute Topographic Quadrangles



Legend

- +— Rail line
- County/state line



Figure 2b
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
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 February 2011

Sources: U.S. Geological Survey, Delmar MD and
 Salisbury MD 7.5-Minute Topographic Quadrangles



0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

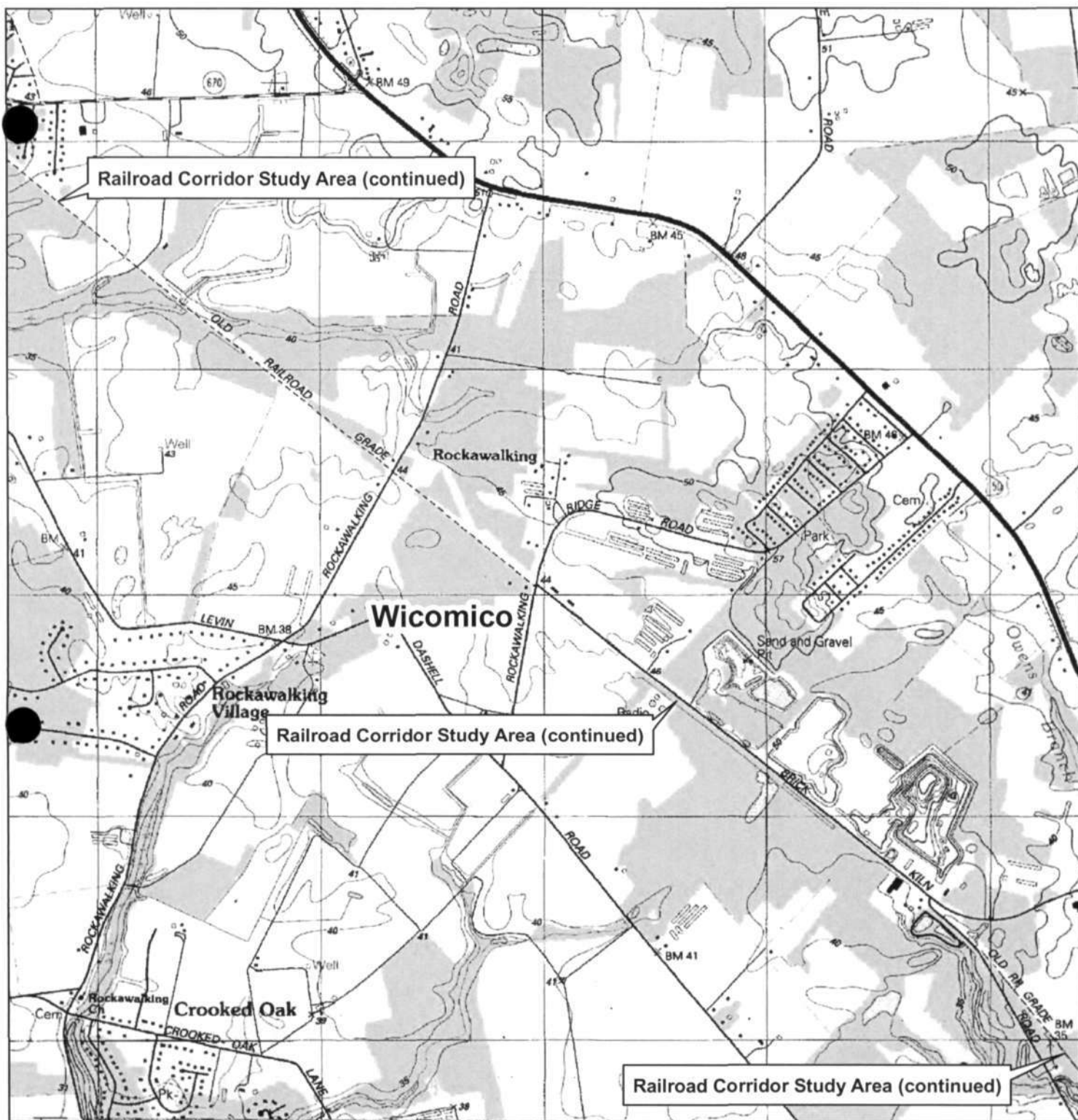


Figure 2c
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Hebron MD
 7.5-Minute Topographic Quadrangle



0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +— Rail line
- County/state line

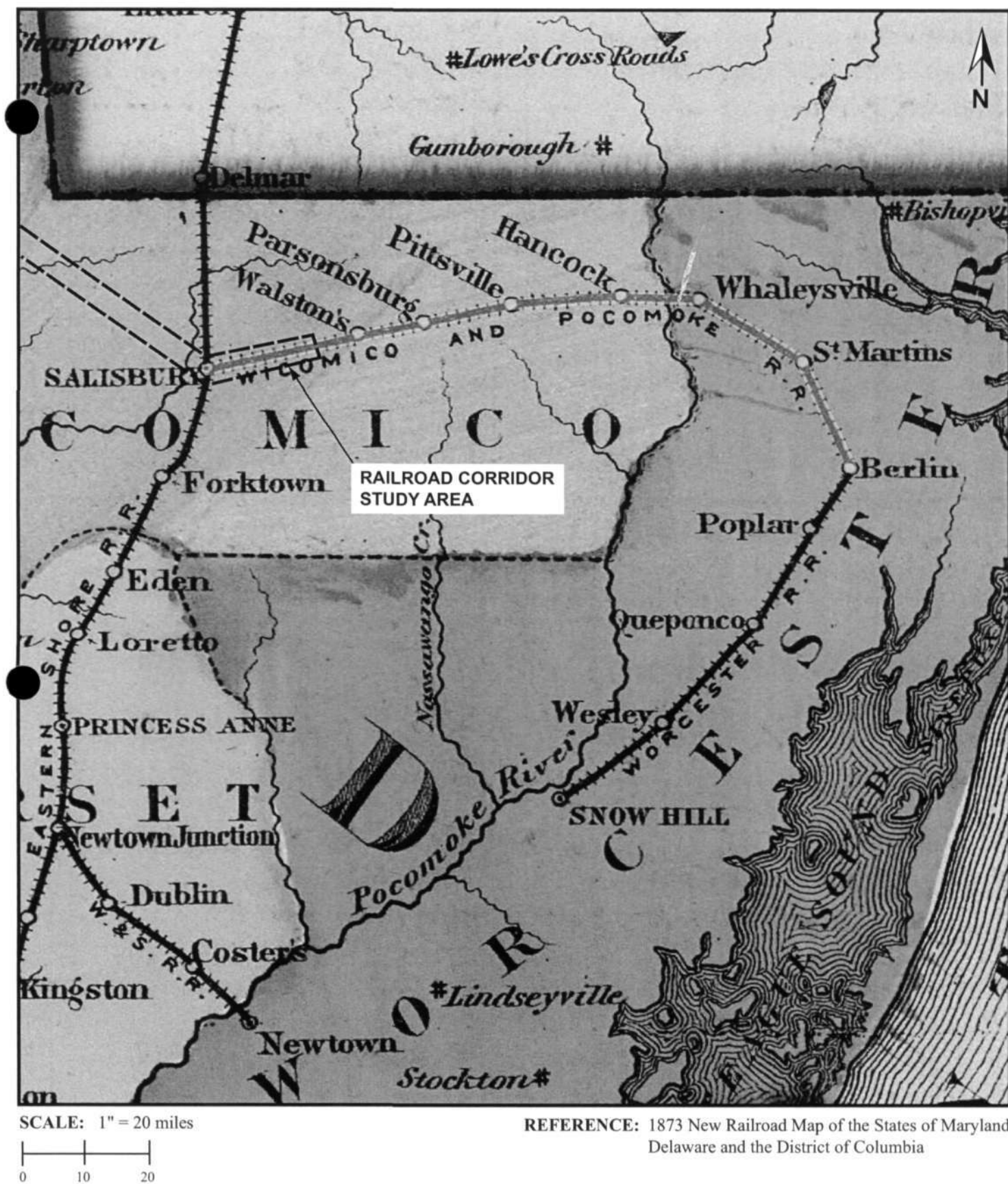
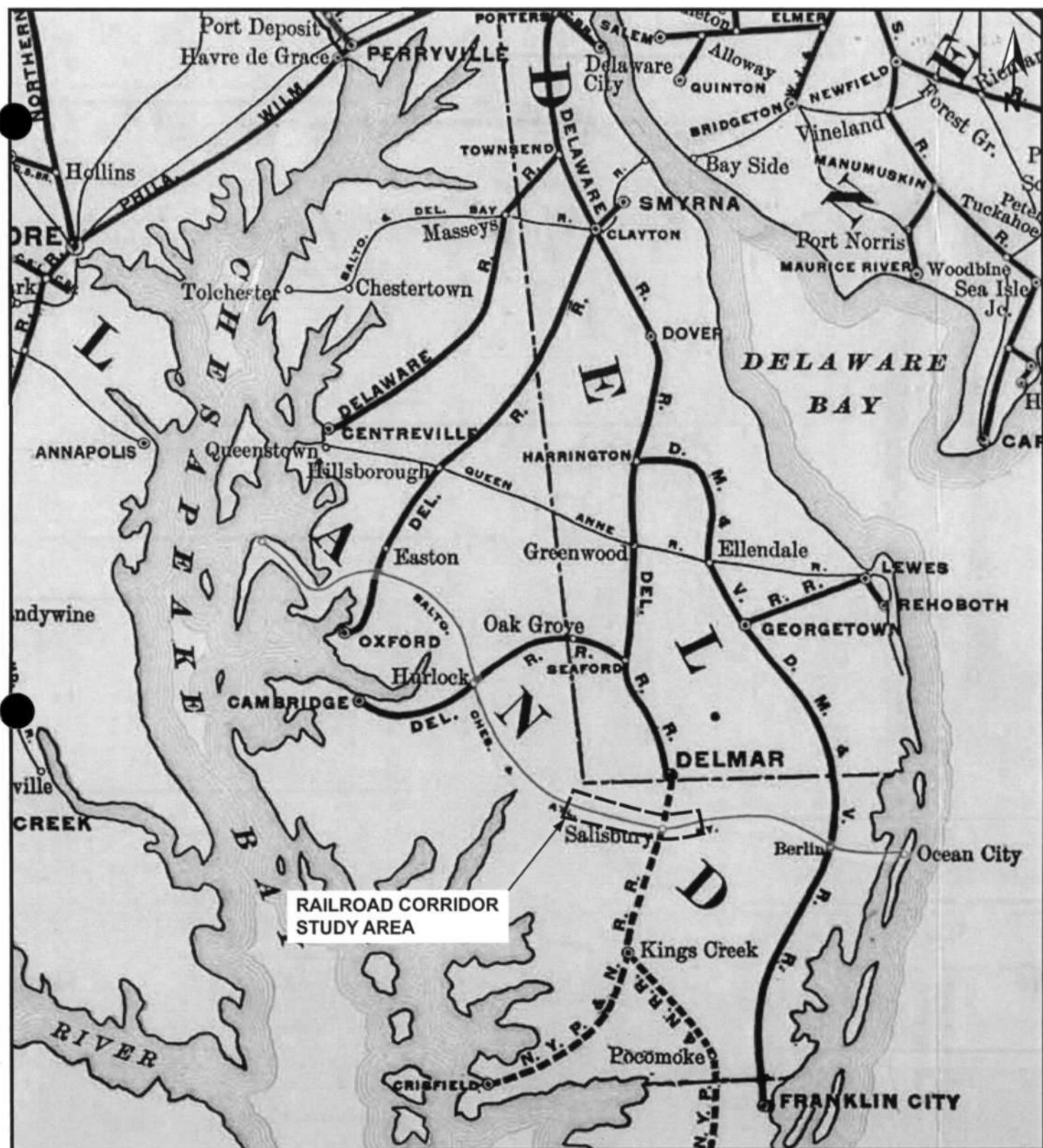


FIGURE 3
 THE WICOMICO AND POCOMOKE RAILROAD - 1873
 BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
 WICOMICO COUNTY, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: 1" = 7.5 miles



REFERENCE: Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899

FIGURE 4
THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1899
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

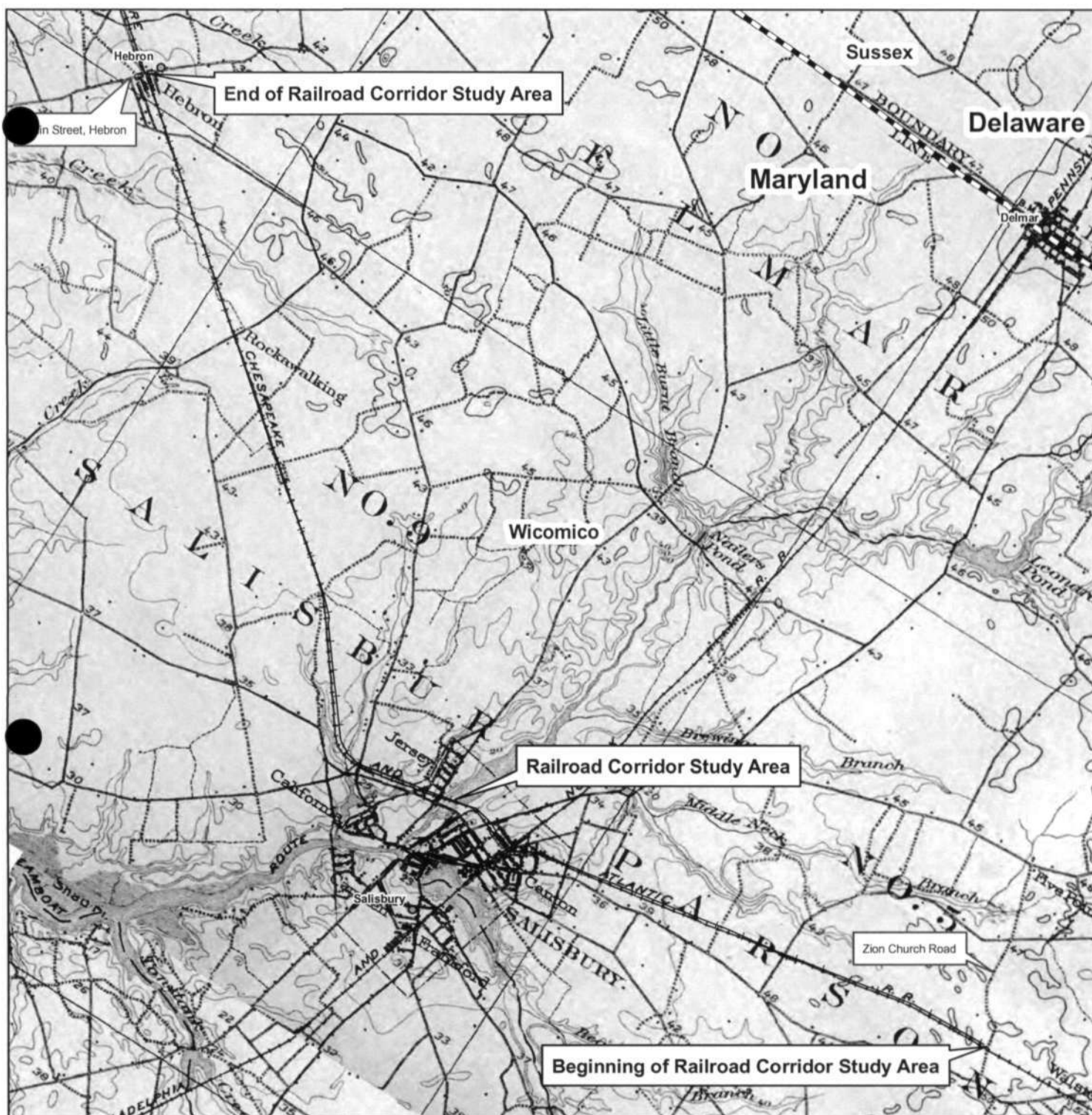


Figure 5

**Baltimore, Chesapeake, and Atlantic Railroad Corridor (circa 1901)-WI-669
Maryland Inventory of Historic Properties Form**

Created by: STV Incorporated
Four Gateway Center, Suite 800
Pittsburgh, PA 15222
(412) 392-3500
February 2011

Source: MyTopo.com, 1901 Salisbury, MD U.S.
Geological Survey 15-Minute Topographic Quadrangle



Miles
0 0.25 0.5 1 1.5 2
1 inch = 1 miles

Legend

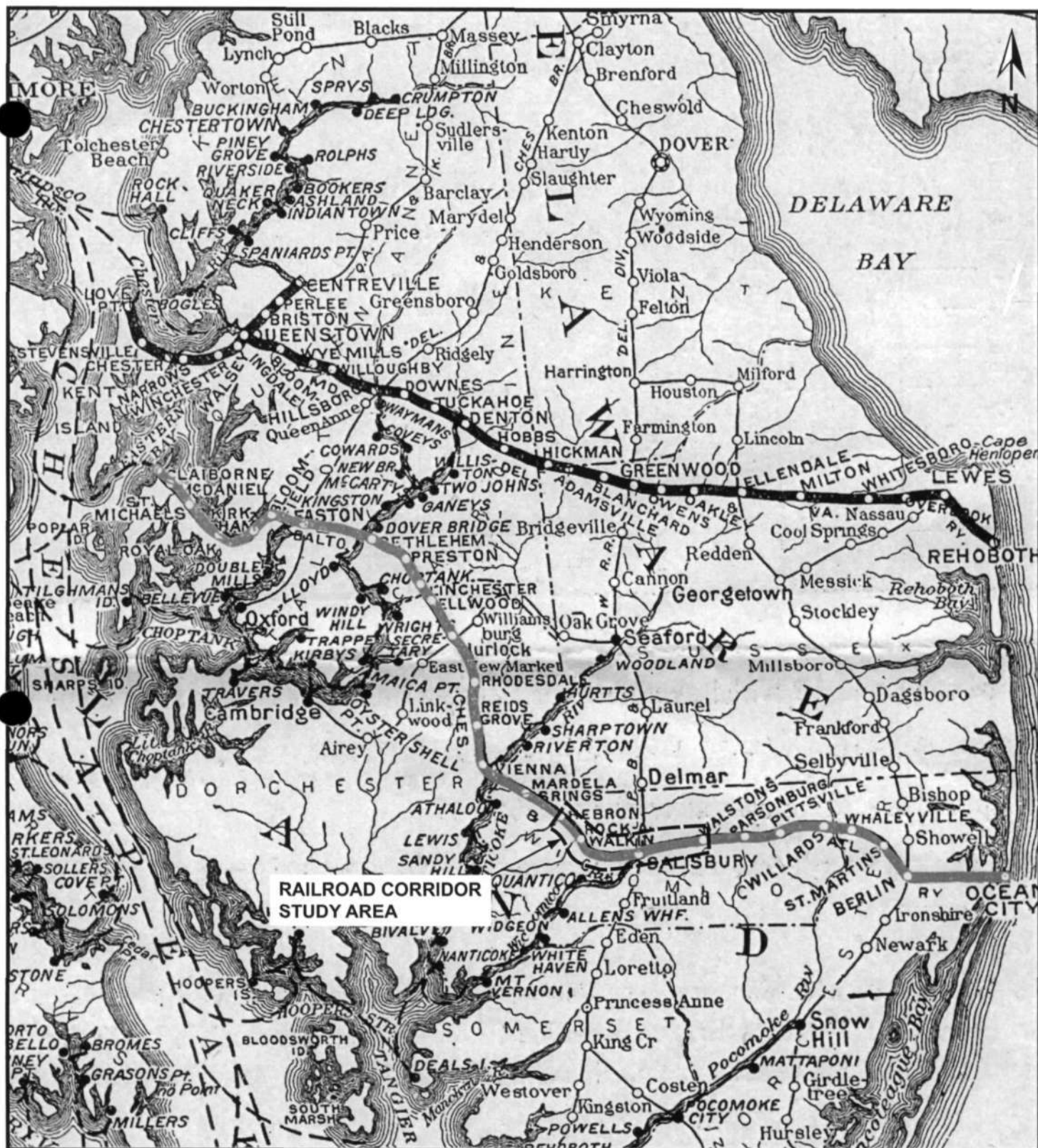
- Rail line
- County line
- State line



SCALE: Unknown

REFERENCE: Pennsylvania Railroad and its Connections,
Dated December 1, 1911

FIGURE 6
THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1911
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



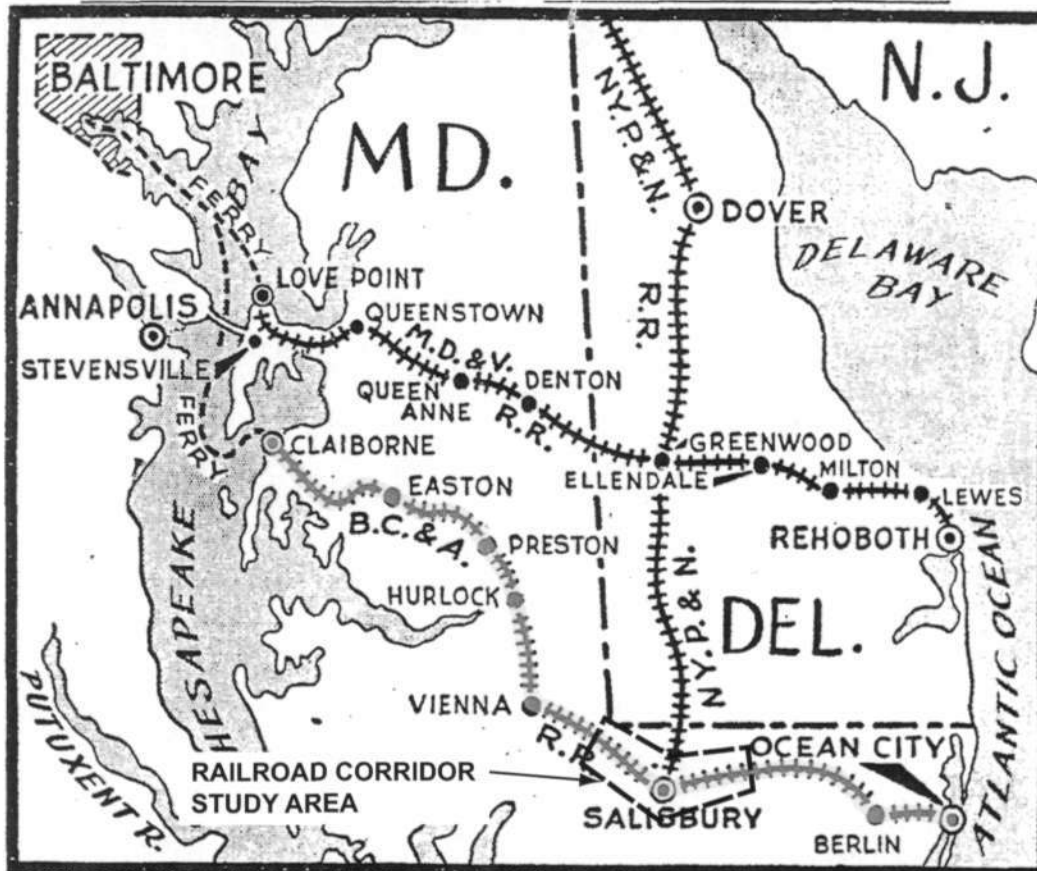
SCALE: Unknown

REFERENCE: B&E Map, Dated June 1930

FIGURE 7
 THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1930
 BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
 WICOMICO COUNTY, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



THE EVENING SUN, BALTIMORE, TUESDAY, MARCH 17, 1953

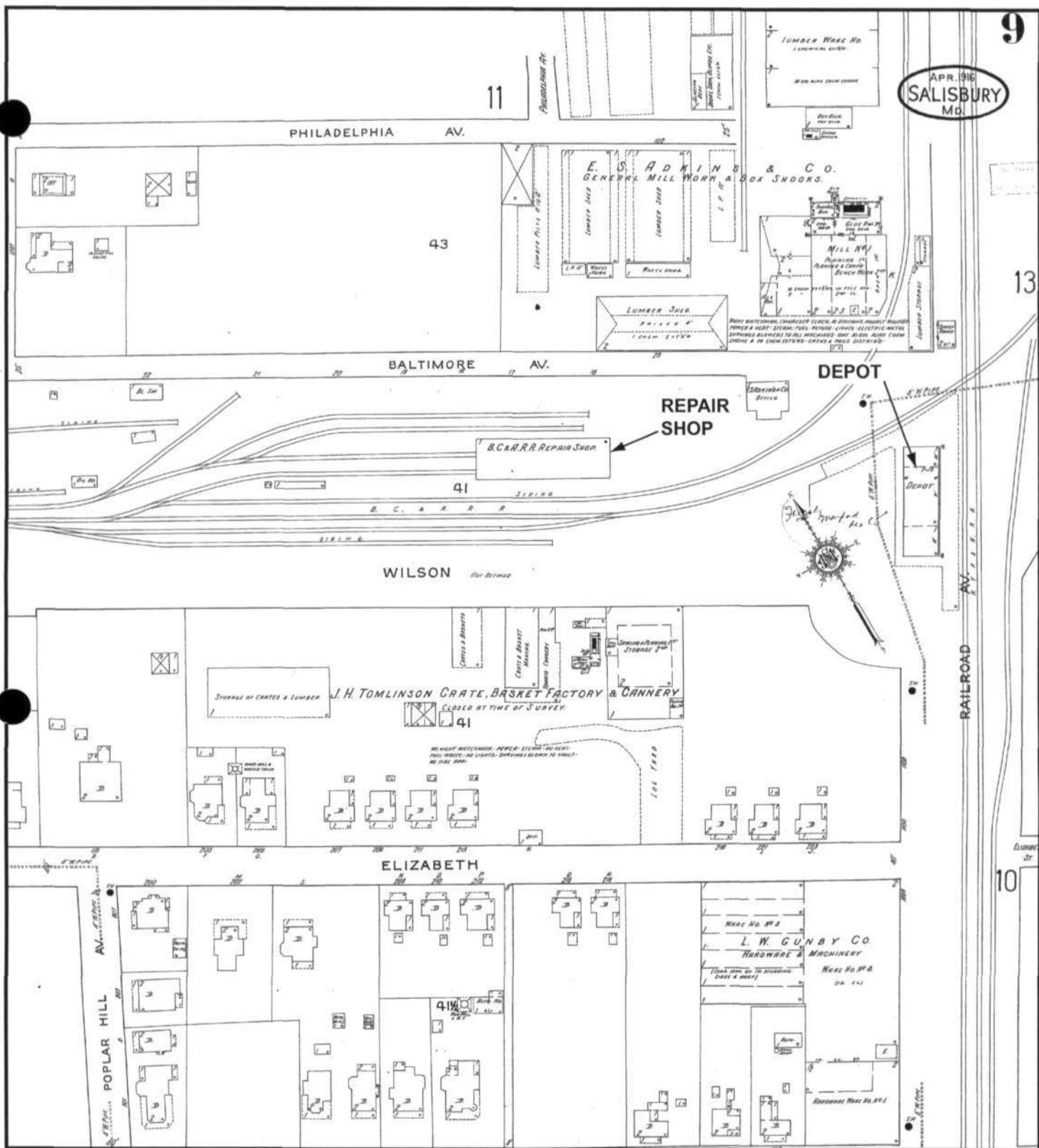


The trains—they once went thataway

SCALE: Unknown

REFERENCE: The Baltimore Evening Sun Newspaper,
Dated: Tuesday, March 17, 1953

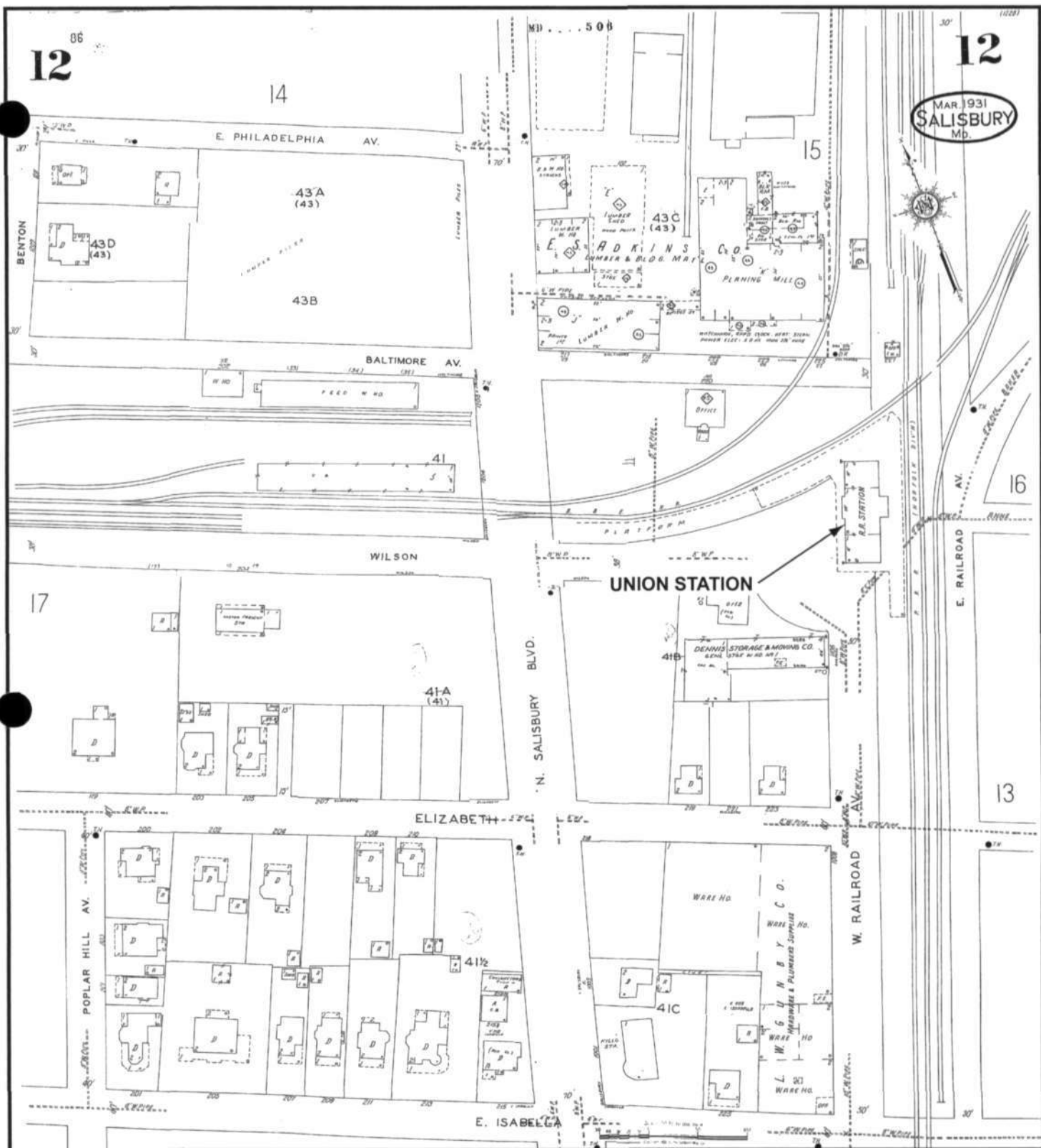
FIGURE 8
THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1953
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Insurance Map Company (Salisbury including Hebron and Mardela Springs, Wicomico Co., MD) Dated: March 1916

FIGURE 9
REPAIR SHOPS AND DEPOT - 1916
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Insurance Map Company (Salisbury including Hebron and Mardela Springs, Wicomico Co., MD) Dated: March 1931

FIGURE 10
UNION STATION, SALISBURY AND ASSOCIATED RAIL LINES - 1931
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

WI-699

Baltimore, Chesapeake and Atlantic Railroad Corridor,
Wicomico County, Maryland

Joseph Schuchman, Photographer

Ink and Paper used as listed in National Register of Historic Places Photograph Policy:
Epson Ultra Chrome Pigmented Inks and prints produced on Epson Premium Glossy
paper.

Photograph 1: WI-669_2010-05-22_01.tif - View looking northwest towards the present-day eastern terminus of the Baltimore, Chesapeake and Atlantic Railroad Corridor, at Perdue Farms, Zion Church Road, Pine Grove vicinity. Perdue Farms is a major chicken processing facility.

Photograph 2: WI-669_2010-05-22_02.tif - View looking east from US 13/50 towards the present-day eastern terminus of the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 3: WI-669_2010-05-22_03.tif - View looking west from US 13/5- towards the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 4: WI-669_2010-05-22_04.tif - View looking east from Atlantic Avenue towards the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 5: WI-669_2010-05-22_05.tif - View looking north-northeast toward the intersection of Parker Road and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 6: WI-669_2010-05-22_06.tif - View looking east from the intersection of Beaglin Park Drive and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 7: WI-669_2010-05-22_07.tif - View looking south-southeast toward the vehicular and pedestrian crossing gates at the intersection of Beaglin Park Drive and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 8: WI-669_2010-05-22_08.tif - View looking west from the intersection of Beaglin Park Dr and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 9: WI-669_2010-05-22_09.tif - View looking west from the intersection of Aydolette Road and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

WI-699: Baltimore, Chesapeake and Atlantic Railroad Corridor, Wicomico County, MD

Photograph 10: WI-669_2010-11-22_10.tif - View looking west from the intersection of Priscilla Street and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury. The existing track continues northward to meet the Norfolk-Southern Railroad, the Baltimore, Chesapeake and Atlantic formerly continued eastward.

Photograph 11: WI-669_2010-11-22_11.tif - View looking northwest towards the former crossing of the Baltimore, Chesapeake and Atlantic and the New York, Philadelphia and Norfolk Railroads and the east façade of Union Station.

Photograph 12: WI-669_2010-11-22_12.tif - View looking northeast toward the west façade of Salisbury's now abandoned Union Station.

Photograph 13: WI-669_2010-11-22_13.tif - View looking east- towards the west façade of Salisbury's Union Station and, at left, the track of the Baltimore, Chesapeake and Atlantic Railroad.

Photograph 14: WI-669_2010-11-22_14.tif - View looking northwest towards the intersection of Salisbury Boulevard (Business Route 13) and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury.

Photograph 15: WI-669_2010-11-22_15.tif - View looking west from Salisbury Boulevard (Business Route 13) towards the Baltimore, Chesapeake and Atlantic Railroad corridor. Salisbury.

Photograph 16: WI-669_2010-11-22_16.tif - View looking east from the intersection of Division Street towards the Baltimore, Chesapeake and Atlantic Railroad corridor main line at right and spur line, Salisbury

Photograph 17: WI-669_2010-11-22_17.tif - View looking north-northwest towards the intersection of Division Street and the Baltimore, Chesapeake and Atlantic Railroad corridor, Salisbury.

Photograph 18: WI-669_2010-11-22_18.tif - View looking west from the intersection of Division Street toward the Baltimore, Chesapeake and Atlantic Railroad corridor, Salisbury.

Photograph 19: WI-669_2010-11-22_19.tif - View looking south from Isabella Street towards a now-abandoned spur line of the Baltimore, Chesapeake and Atlantic Railroad; this spur line parallels Mill Street, Salisbury.

WI-699: Baltimore, Chesapeake and Atlantic Railroad Corridor, Wicomico County, MD

Photograph 20: WI-669_2010-11-22_20.tif - View looking north from Isabella Street towards the trestle bridge (Mill Street Bridge) which carried the Baltimore, Chesapeake and Atlantic Railroad over North Prong of the Wicomico River (Johnson Pond) Salisbury.

Photograph 21 WI-669_2010-11-22_21.tif - View looking north towards the deteriorated remains of Bridge 41.49 which carried the Baltimore, Chesapeake and Atlantic Railroad over the Owens Branch.

Photograph 22: WI-669_2010-11-22_22.tif - View looking east from Bridge 41.49 toward the Baltimore, Chesapeake and Atlantic Railroad corridor.

Photograph 23: WI-669_2010-11-22_23.tif - View looking west-northwest from 7190 Brick Kiln Road; the line of trees represents the overgrown corridor of the Baltimore, Chesapeake and Atlantic Railroad, Rockawalking vicinity.

Photograph 24: WI-669_2010-11-22_24.tif - View looking northwest from Rockawalkin Ridge Road towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Rockawalking vicinity.

Photograph 25: WI-669_2010-11-22_25.tif - View looking southeast from Rockawalkin Road towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Rockawalking vicinity.

Photograph 26: WI-669_2010-11-22_26.tif - View looking northwest from Rockawalkin Road towards the Baltimore, Chesapeake and Atlantic Rail Railroad corridor, Rockawalking vicinity.

Photograph 27: WI-669_2010-11-22_27.tif - View looking southeast from Wilson Street, Hebron towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Hebron.

Photograph 28: WI-669_2010-11-22_28.tif - View looking northwest from Wilson Street, Hebron towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Hebron.

Photograph 29 WI-669_2010-11-22_29.tif - View looking northwest towards the Hebron Passenger Station and platform, Hebron.

Photograph 30: WI-669_2010-11-22_30.tif - View looking southeast towards the Baltimore, Chesapeake and Atlantic Railroad main line corridor, spur line and the Hebron Passenger Station and platform, Hebron.

Photograph 31: WI-669_2010-11-22_31.tif - View looking northwest towards the Baltimore, Chesapeake and Atlantic Railroad main line corridor and spur line, Hebron.



1/31 W1-669 BC & ARR

Wicomico Co., MD

J. Schuchman, 5/22/10

NW RR corridor @ Zion Church Rd, Pine Grove vicinity



2/31 WI-669 BC #ARR

Wicomico Co. MD

J. Schuchman, 5/22/10

E from US 13/60 toward RR Corridor, Salisbury vicinity



3/31 W1-609 BC & ARR

Wilcomico Co., MD

J. Schuchman 5/22/10

W from US 13/5 toward RR corridor, Salisbury vicinity



4/31 W1-669 BC & APP

Wicomico Co., MD

J. Schuchman 5/20/10

E from Atlantic Ave Toward RR corridor, Salisbury vicinity



5/31 WI-669 BC&ARR

Wicomico Co, MD

J. Schuchman 5/22/10

N-NE Toward Parker Rd and the RR Corridor, Salisbury vicinity



6/31 WI-669 BC & 4RR

Wicomico Co., MD

J. Schuchman 5/22/10

E from the intersection of Beaglin Park Dr. & the
RR corridor, Salisbury vicinity



7/31 WI-669-BC FARR

Wicomico Co. MD

J. Schuchman 5/22/10

S-SE toward the intersection of Beaglin Park Dr.
and RR corridor, Salisbury vicinity

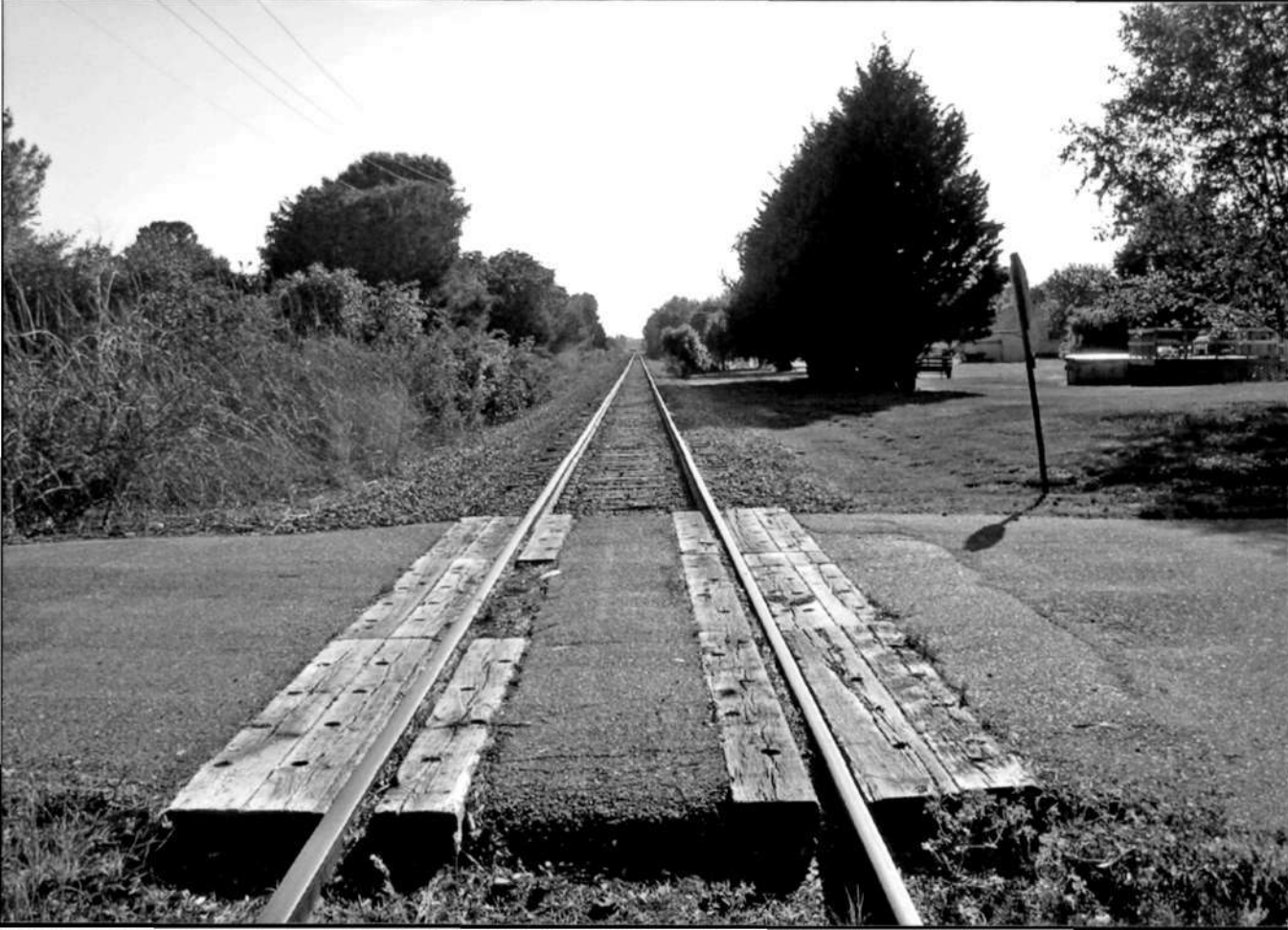


8/31 WI-669 BC EARR

Urbico Co., MD

J. Schuckman 5/22/10

W from the intersection of Beaglin Park Dr. and
corridor, Salisbury vicinity



9/31 WI-669 BC & ARR

Wicomico Co., MD

J. Schuchman 5/22/10

W from intersection of Aydolette Rd & RR corridor
Salisbury vicinity

Epson
Professional Paper

Epson
Professional Paper



10/31 W1-669 BC&ARP

Wicomico Co., MD

J. Schuchman 11/22/10

W from the Intersection of Parcilla St. & RR corridor,
Salisbury



11/31 W1-669 BC & ARR

Wicomics Co., MD

J. Schuchman 11/22/10

NW toward Union Station & the former crossing of the
BC & A RR and the NY P & N RR.



12/31 WI-669 BC & ARR

Wicomico Co., MD

J. Schuchman 11/22/10

NE toward Union Station, Salisbury



13/31 WI-669 BC & A RR

Wicomico Co., MD

J. Schuchman 11/22/10

E - towards the Salisbury's Union Station & BC & A RR
corridor.

Epson
Professional Paper



14/31 WI-669 BC & A RR

Wicomico Co., MD

J. Schuchman 11/22/10

NW toward Salisbury Blvd. (Business Route 13) & the
RR corridor.



15/31 W1-669 BC & A RR

Wicomico Co., MD

J. Schuchman 11/22/10

W from Salisbury Blvd. (Business Route 13) toward
RR corridor. Salisbury



16/31 W1-669 BC & Δ RR

Wicomico Co., MD

J. Schuchman 11/22/10

E from Division & RR corridor main line & spur line, Salisbury



17/31 W1-669 BC & APP

Wicomico Co. MD

J. Schuchman 11/22/10

N-NW toward Division ST. & RR corridor, Salisbury



18/31 WI-669 BC & Δ RR

Wicomico Co., MD

Schuchman 11/22/10

West from Division Street toward RR corridor, Salisbury



19131 VI-669 Be & A RR

Wicomico Co. MD

J. Schuchman 11/22/10

South from Isabella Street toward RR spur line Salisbury



20131 W1-669 BC & A RR

Wicomico Co., MD

J. Schuchman 11/22/10

North from Isabella St. Toward the Trestle bridge over
N. Prong of the Wicomico River



21/31 WI-669 Be & ARR

Wicomico Co, MD

J. Schuchman 11/22/10

N towards Bridge # 41.49 over the Owens Branch.



22/31 WI-669 BC & A RR

Wicomico Co., MD

J. Schwachman 4/22/10

E from Bridge #41.49 toward RR corridor



23/31 WI-664 BC & ARR

Wicomico Co., MD

Schuchman 11/22/10

W-NW from 7190 Brick Kiln Rd toward RR corridor,
Rockawalking vicinity



24/31 VI-669 BC & A RR

Wicomico Co., MD

J. Schuchman 11/22/10

NW from Rockawalkin Ridge Rd toward the RR corridor,
Rockawalking vicinity.



25/31 WI-669 BC? A RR

Wicomics Co. MD

J. Schuchman 11/22/10

SE from Rockawalkin Rd toward the RR corridor,

Rockawalkin vicinity



26131 WI-669 BC 2. A RR

Wicomico Co., MD

J. Schuchman 11/22/10

NW from Rockawalkin Rd toward the RR corridor

Rockawalkin vicinity.



27/31 W1-669 BC & APP

Wicomico Co. MD

J. Schuchman 11/22/10

SE from Wilson St. Hebron Toward the RR corridor.



28/31 W1-669 BC & A RR

Urbemico Co. MD

J. Schuchman 11/22/10

NW from Wilson St. Hebron Towards the RR corridor.



29/31 WI-669 BC & A RR

Wilcomico Co., MD

J. Schuchman 11/22/10

NW towards the Hebron Passenger Station, Hebron



30/31 W1-669 BC & A RR

Wicomico Co. MD

J. Schudman 11/22/10

SE toward RR corridor to the Hebron Passenger Station, Hebron



31/31 W1-669 BC & A RR

Wicomico Co., MD

J. Schuchman 11/24/10

NW towards RR corridor Hebron.